



The Canal Zone Philatelist



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Whole No. 143

President's Report Jim Crumpacker

This is our 50th Anniversary issue, hopefully you can surmise this from the bulk and a splash of color, the latter not previously utilized in any *Canal Zone Philatelist*. The logo in the upper left-hand corner of this page has been our symbol of stability and commitment all those years.

In spite of the fact that the Canal Zone has been a "dead" country philatelically for more than 20 years, our contributors augment previous work or come up with new and vibrant articles on unexplored aspects of Isthmian collecting. As this issue will amply demonstrate, fresh discoveries are being made all the time.

The number of people on our membership role perseveres in a slow decline yet CZSG regional meetings continue to be well attended although the average age of those present is a cause for concern. Do not hesitate to speak up if you have any ideas on how to attract new members.

CZSG director Alan Bentz and his production staff have run off another 100 CD copies of Ray Ireson's work "The Panama Canal Story". One thing nobody anticipated at the time of original production was the additional sales generated by free publicity, the latest example of which was a lengthy article in *Linn's* May 20 issue about our CD. We also hope you are clicking into www.czsg.org for the Cover of the Month feature and recent announcements.

Those of you with an historical bent will note the recent issuance by the Department of the Army of *Guarding*

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Canal Zone Study Group - 50 Years

Richard Spielberg, CZP Editor

Volume 1, No. 1, (Feb. 1953) of the C.Z.S.G. *PHILATELIC NOTES* began with the following:

"With this modest beginning, the Canal Zone Study Group inaugurates a publication which, it is anticipated, will serve to keep the membership abreast of current activities, and provide a medium for the distribution of information and the fruits of research concerning the stamps and postal history of the Canal Zone."

In this first issue, the origin of the Canal Zone Study Group was chronicled as follows:

"The concept of an informal group of collectors interested in study and research work on Canal Zone stamps and the private circulation of an informal publication just for Canal Zone collectors, originated with George W. Brett in a letter to your Editor (Edward Conger, Ed.) back in February 1951. Jim DeVoss soon lent his energy and drive to the idea and gradually the C.Z.S.G. has taken form. ...In October, 1952, the Group came into being with the announcement that applications for membership would be accepted. As a result the C.Z.S.G. now commences its first year of existence with almost 100 members."

For thirteen years the Study Group was dormant, but in 1968 *The Canal Zone Philatelist* appeared with the following:

"Determination was all that was needed. With this first quarterly issue of *The Canal Zone Philatelist*, under the able editorship of Gilbert N. Plass, the reorganization of the Canal Zone Study Group is well on the road. Yes, it has been a struggle but we are confident the members of CZSG will rejoice upon learning the details of our progress to date.

Several Canal Zone enthusiasts held an informal Sunday breakfast meeting at SOJEX last April in Atlantic City, N.J. It was unanimously agreed that interest in Canal Zone philately demanded the reorganization of the Canal Zone Study Group. Alfred R. Bew volunteered to serve as acting secretary while Jim DeVoss and Ed Conger offered to carry on as president and treasurer respectively until new officers were duly elected."

...Gilbert Plass offer [ed] to serve as editor..."

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Display advertising accepted from CZSG members only at the following rates per insertion:

One column, two inches	\$10.00
One column, five inches	20.00
Two columns, five inches	35.00

No larger advertisements are accepted. Remittance must accompany copy. Deadline for ads, first day of Mar., June, Sept., Dec. Copy should be sent to the Editor.

Back issues of the journal, handbooks, and other publications can be ordered from Richard F. Murphy, 501 Rosebud Lane, Greer, SC 29650.

Articles and information for publication should be sent to the Editor. Glossy photographs are desirable for figures of stamps or covers; however, enlarged high quality photocopies are sometimes acceptable. Illustrations must show clearly against black backgrounds. If you need help, write, phone, or FAX the Editor. The author must advise the Editor if the article has been published or is being considered for publication elsewhere.

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eBay Auctions

by Jim Crumpacker

I thought for the 50th Anniversary issue to present some results of sales of Canal Zone philately as picked up from the Internet. Nine such items are listed below, all from eBay. The price shown is "hammer" rounded up to the next dollar; all lots were offered within the last year or so.

Less information is given about condition than would be expected from a public auction or mail sale. In some cases sellers were not verbose on the subject, one concludes that few of these lots were checked out in advance by a professional philatelist.

Printouts were taken by me from a computer at the public library.

16 var., used, CZSG 16a.1, this one also has ZO of ZONE spaced, one corner slightly rounded, centered VF, \$208

17, used, overprint shifted, both PANAMA's at left, centered F -VF, \$28

106 on cover, PO opening at Madden Dam 1/2/32 with S-8 cancel and two postmasters signatures \$44

114x2, 112x3, 117, 138, 139 on insured parcel wrapper with 1st class mail enclosed, Howard AFB cds 7/17/67 to USA \$34

C10 and #135 on cover Cristobal Oct. 5(?), 1940 to Manila, P.I. Some wear and #135 damaged. Postal markings probably Misn-llb (BY TRANS-PACIFIC ROUTE) \$282

C11, 117 on cover Cristobal 4/24/36 paying additive rates to Spain, \$101

C14, C11x5, 108x3, 106 all on a wrinkly 11"x5" parcel envelope Registered 10/4/37 Cristobal to Scotland \$214

J20 var., used, CANAL wrong font (but not so described by seller), XF centered \$315

UX9? 10? with #112 added, sent Registered Fort Amador 7/19/48 to Chicago, a corner bend \$68

Auctions

by Jim Crumpacker

Canal Zone stamps at public auction during the first calendar quarter, Jan. 1-Mar. 31, 2002 obtained good realizations on VF-XF centered material plus some errors, but was otherwise unremarkable, with no voluminous sales. The totality of offerings was therefore below normal for the season.

The first price shown below is hammer with commission included, followed by the 2002 Scott's Specialized Catalogue value in parenthesis.

3, dist. OG, H, VF+ \$330 (\$375) Aldrich

4-8 all on one cover Ancon to Panama 12/6/04, "minor flaws" o/w F-VF \$495 (\$n/a) Aldrich

6, OG, NH-, almost VF \$207 (\$100) Ivy & Mader

6, OG, H, VF+ \$99 (\$100) Aldrich

10a, inverted overprint, OG, NH, VF \$286 (\$225) Aldrich

15, OG, H, F \$1955 (\$2600) Ivy & Mader	J14, OG, NH, XF \$275 (\$250) Aldrich
22a, horiz, pair, imperf, between, OG, H, VF \$1093 (\$1300) Ivy & Mader	J20, OG, H, VF 2nd pr. \$311 (\$150) Ivy & Mader
36a, "10 cts." inverted, sl. dist. OG, H, VF \$308 (\$275) Aldrich	
39d, overprint reading down, OG, H, F \$242 (\$700) Cherrystone	
47, OG, H, XF \$3105 (\$3250) Ivy & Mader	MICHAEL E. ALDRICH AUCTIONS, INC. P.O. Box 2295 Carefree, AZ 85377
58, OG, H, F \$75 (\$275) Weiss	CHERRYSTONE AUCTIONS, INC. 119 W. 57th St. New York, NY 10019
58, OG, H, VF+ \$286 (\$275) Aldrich	IVY & MADER PHILATELIC AUCTIONS, INC. 775 Passaic Ave. West Caldwell, NJ 07006
59, sl. dist. OG, H, VF \$154 (\$160) Aldrich	WEISS AUCTIONS P.O. Box 5358 Bethlehem, PA18015
67a, ZONE CANAL reading down, OG, H, barely F, \$265 (\$850) Weiss	
84b, ZONE CANAL, OG, H, VF \$196 (\$375) Weiss	
91c, ZONE CANAL, OG, H, barely F \$58 (\$175) Weiss	
J5, OG, NH, almost VF \$198 (\$200) Aldrich	

CZSG - 50 Years

continued from page 13

In the same CZP, editor, Gilbert Plass, wrote:

"This is the first issue of this journal in thirteen years, but we are determined to publish quarterly from now on. The purpose of this journal is to provide information about all aspects of Canal Zone philately to our members and interested readers. We can only do this if all members send information of interest to the Editor. If you would like your rarities, new discoveries, minor varieties illustrated for the benefit of all readers, send either a glossy photograph or the stamps themselves (by registered mail) for photographing to the Editor. Articles of any length are welcome. We will also reprint articles on the Canal Zone from other journals where this is possible. (*little has changed in the intervening years!* Ed.)

The rest is history, the CZSG, and the CZP, have continued on as a result of the efforts of many Officers, Directors and CZP Editors.

CANAL ZONE STUDY GROUP FINANCIAL STATEMENT FOR THE YEAR 2001

Revenue:	Dues earned	\$ 7,355
	Sales of Publications	167
	Mail Sale proceeds (Note)	—
	Interest on checking (NOW) account	2,441
	Total revenue	9,963
 Expenses:		
	CZP printing (4 issues), postage, editorial	6,353
	Panama Canal Story CD	5,140
	Naval Postmarks	107
	Membership, publicity, administration	2,006
	Advertisements: Scott, APS, Krause	652
	Total expenses	14,258
	Revenue over (under) expenses for the year	(4,295)
 Net assets as of:		
	1 January	100,124
	31 December: Cash in NOW account	\$ 94,973
	Plus prepaid mail sale expenses	10,000
	Less dues received in advance	(9,144)
		\$ 95,829

As of December 31, there were no outstanding unrecorded bills. Dues are reported as income in the year to which they relate. Proceeds from the mail sale are reported as income in the year the sale is held. There was no mail sale with a closing date in 2001. Expenses for the sale which closes in 2002 are shown as prepaid expenses as of December 31, 2001.

Richard F. Larkin, Treasurer

**Canal Zone
Fourth Series (16 -17b)
Gaps In Bars Study
By Howard Ballou**

Most CANAL ZONE issues from this era have gained a certain recognition and consequently a monetary value (Scott's valuation) that far surpasses that of The Fourth Series. This issue, Scott 16 - 17b, was an 'emergency printing' in the beginning construction days of the Panama Canal, overprinted in 1906 and the only issue in Canal Zone Philately where both the Panama and Canal Zone Overprints were applied simultaneously. This Series is almost 100 years old now and the conditions surrounding its printing are poorly understood and have been insufficiently studied. Point-in-fact is the result of this study. For 96 years, the Gaps in the bars have eluded all previous investigation, even though their understanding is of utmost interest in plating individual stamps or small blocks.

When I initiated the research on this aspect of the Fourth Series, I requested and received the help of others who have either done Canal Zone research and/or have assisted in said research. The term 'GAP' is being used here as a result of these communications. Geoffrey Brewster, the well known 'Guru' of the Third Series recommended for various reasons that I refrain from using the word that was originally used to describe this phenomenon: 'Break' in the bars. I cannot help but agree wholeheartedly with his reasoning. A Break would assume that the bar was at one time whole and at some time during printing, 'broke', something that did not happen. Rather, the bars are made up of pieces of type or rule, placed next to each other, leaving a space or gap between the adjoining ends. In addition, Dick Salz, Jim Crumpacker, and Richard Spielberg have been of enormous help, testing various thoughts or theories about observations that I have made against holdings and previous research. Their recommendations and observations are also incorporated into this study.

The Fourth Series was printed as a

result of Panama running out of the 1ct. and 2ct. permanent design issues: Scott Panama's #'s 179 & 180 which in turn are Canal Zones #'s 9 & 10. A much more complete discussion on the Fourth Series and the conditions leading up to the three rushed printings of each denomination can be found in *Canal Zone Stamps*; by Plass, Brewster & Salz - Chapter 5; pages 64 - 70. All said and done, Panama quickly, on three occasions, sent Columbia stamps to the Mount Hope Printing Press in the Canal Zone for overprinting. The stamps were overprinted with one obliterating bar over Columbia on the top of the stamp and one obliterating bar over the monetary denomination on the bottom of the stamp. Also part of the overprint consists of Panama (reading up on left and down on right) and Canal Zone (in two lines in the center of the stamp). All this was done in one pass through the press. The top half of the pane was printed first (according to conventional wisdom, but appears to not be so in all cases) and then the remaining half was printed.

There is a definite pattern to the application of the bars in the Fourth Series. I will refrain from discussing other aspects of the overprint, and discuss in this article only the bars, top and bottom. For the purposes of this study, I may refer to a single position and it can be assumed that it will also refer to the corresponding position on the top or bottom pane half. Therefore, position 45 is the same as position 95 for the purposes of this study, unless I state otherwise.

In the First Printing (Scott's #16 & 17), the bars were placed in their positions and remained there throughout the printing. After this first printing, the whole plate was apparently broken down as per this research and previous research published in the *CZP* and *CZS*. Upon needing more postage stamps there was a second run at the Mount Hope printing press. In this second printing (#16a & #17a) the bars were positioned in a different fashion, but still with a pattern to them. With the Third Printing (#16b & #17b), the bars along with some other features (ac-

cents on some Panama's) of the overprint were left in place unmoved. Therefore, there are only two 'settings' of the bars and their GAPS.

One setting for the First Printing and a second setting for the Second and Third Printings.

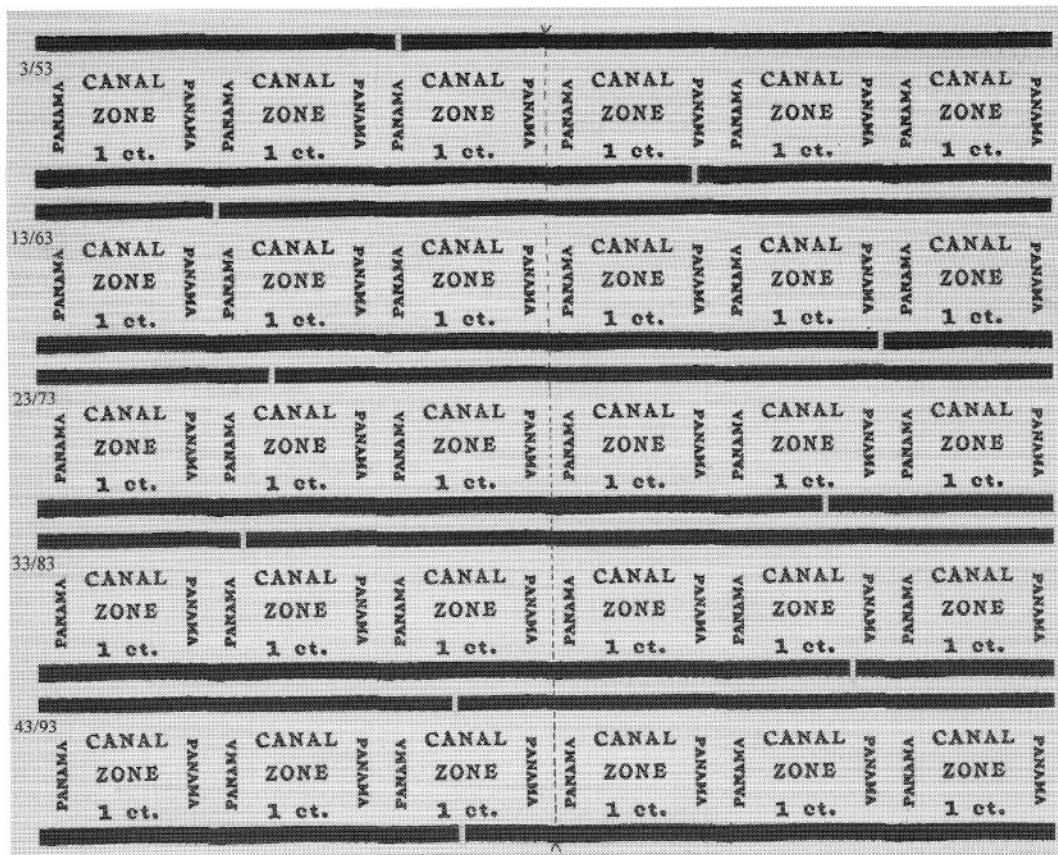
Figure 1 is a representation of the First Printing 'GAP positions'. The numbers in the upper left corner of each row are the corresponding position of the first stamp in the row depicted. Therefore, the first row shows positions 3, 4, 5, 6, 7, & 8. Second row is 13, 14, 15, etc. This depiction is the top (or bottom) half of the pane for brevity and spacing sake. The 'GAPS' are the white lines in the bars. This is not a copy of an actual sheet, but a mock up to facilitate the location of the Gaps in relation to other features of the overprint, so treat accordingly. Note that row 1 shows that the first gap is on the top bar, left of the pane center line (between columns 5 & 6) on position 5 and is virtually parallel with the bottom of the left Panama. The first bottom gap in this row is the same distance away from the pane center but to the right side of the line on position 6, also parallel with the bottom of the right Panama in this case. This can be readily observed in Fig. 3a. Notice that position 5/55 shows the gap in the bar above the bottom of the left Panama and Fig. 3b, position 6/56 shows the bar gap below the bottom of the right Panama.

This same procedure was used all the way down, row by row, EXCEPT row 5 (pos. 41 - 50) where, whoever was doing the placing of the bars put



Fig. 3a CZ 17, pos 5/55

(Continued on next page)



**Fig. 1. Fourth Series – Gaps in Bars
CZ 16 & 17, 1st Printing**



Fig 3b. CZ 17, Pos. 6/56

both gaps to the same side of the center, one being above the other on position 45. This is the only position in all of the Fourth Series printings that has two gaps on a single stamp position.

Figure 2 is a representation of the Second and Third Printing 'GAP positions'. Note that on this bar set-up, the Top bar gap is to the right of center, in opposition to the first printing set-up, which was to the left of center. In general, all rows were handled in a similar fashion to the First setting, top vs. bottom gaps being placed

on opposing sides but not with the same uniformity as in the first printing gap setting. Again, one row is out of sync: Row 2 (pos. 11-20). In this case the gap in the top bar is just to the right of center on position 16 adjacent to the pane center line but the gap in the bottom bar is left, two positions over, not one, and it is not centered on the position either. As can be observed, the gap in the top bar of position 6 is in the exact same spot as the one in the top bar of position 16. These figures are representations and not to be taken as absolutes. At best they give one the approximate location relative to other components of the overprint.

In general, all but one of the gaps, are typically difficult to locate. All of the gaps, under every circumstance are discernible 100% of the time with a 40X backlit microscope or in most cases a 16X magnifying glass. The Gap that always stands out is from the Second and Third printings, position 34/84 as seen in Fig. 4. It is always located in this position relative to the Panama and always has a

wide-open gap. This particular illustration is of 16a.

With most of the gaps throughout the fourth series, over and under inking plays a large roll in how easy it is to locate a gap. Properly inked or over inked positions, are difficult to see at first. Figure 5 is of 16b position 27/77 with the gap in the top bar. With the scan, it may be a bit difficult to see, but there are indentations in the top edge and bottom edge of the bar

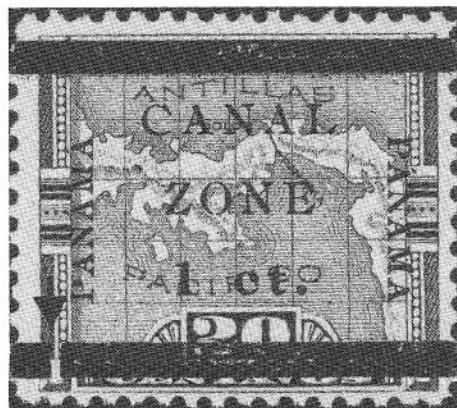


Fig. 4. CZ 16a, pos. 34/84

(Continued on next page)

3/53	PANAMA CANAL ZONE 1 ct.										
13/63	PANAMA CANAL ZONE 1 ct.										
23/73	PANAMA CANAL ZONE 1 ct.										
33/83	PANAMA CANAL ZONE 1 ct.										
43/93	PANAMA CANAL ZONE 1 ct.										

Fig. 2. Fourth Series – Gaps in Bars
CZ 16a, 16b, 17a & 17b, 2nd & 3rd Printing

at the location of the gap (which in this case is clearly visible only with a 40X microscope). Under inking seems to aid in the location process unless the under inking is severe. Figure 6 (First Printing #17 - posi-

impossible. I know these are relative terms, but viewing each position a variety of times under various inking situations will help in finding them with ease.

Mention must be made to a phe-

(Colombia 20 ct. and 1 Peso), printed from engraved steel plates, have portions on which the ink is raised. These areas correspond to the darker tones of the base color. It appears that when the printing plate struck these areas it jumped over the 'thicker' ink, and it frequently left a small line to the right of the raised area. Please take this into consideration when reviewing your holdings.

I would like to thank those members of the Canal Zone Study Group who have assisted with this portion of the research and/or have offered to assist with further research.

Request for Information:

Do the following exist?

- I) First Printing #16 with straight edge on top (positions 1 - 10) or row 10 (positions 91 - 100) with perforations?
- II) Second Printing #16a with straight edge on top (positions 1 - 10) or row 10 (positions 91 - 100) with perforations?
- III) Any hint of selvedge on the TOP of any stamp, block or pane?



Fig. 5. CZ 16b, pos. 27/77



Fig. 6. CZ 17, pos. 14/64

tion 14/64 top bar) shows a sample of a not too severe under inking. The gap is just to the left of the left PANAMA. This under inking or light inking makes it very easy to observe the location of the Gap. Again, there are circumstances when under-inking makes identification of the Gap

nomenon that shows up more frequently than the Gaps themselves, what I refer to as 'Phantom Gaps'. On any full pane, more phantom gaps jump out at you than actual gaps. I'm mentioning this as it proved to be a real stumbling block when I first started this study. The basic stamps

Walter G. Crosby And His Photo Cachets

By. Robert J. Karrer, Jr.

CZSG members will recognize the name Crosby, especially if they collect Canal Zone related first day covers or naval postmarks. The Crosbys, through the years, have come to be the greatest challenge to me in my ongoing effort to produce a CZSG Handbook of Canal Zone related first day cover cachets. This is definitely a "work in progress," and the main purpose of this article, besides the obvious one of furnishing information, is to solicit assistance from members who might wish to offer up their covers for possible inclusion in the finished product.

Walter Crosby was a retired U.S. Navy enlisted man, who lived in San Pedro, California, near Los Angeles, where he sponsored cacheted covers from 1930 until his death in 1947. For readers, his primary association with the Canal Zone was in connection with the Canal Zone 25th Anniversary stamps issued by the United States (Scott #856) and the Canal Zone (Scott #120-135 and C15-20). There are also indications that some cachets were prepared by him for the Panama issue (Scott #322-330 & C54 - 61). Other stamps have his characteristic photo pasted onto an outlined area of the thermographed cachets (raised, shiny letters literally "heated" onto the envelope) that he sold in bulk or serviced individually for his many collector customers.

Crosby hired other artists to help with his artwork. One of these, Gmahle, became well-known in his own right. Gmahle also purchased the bulk of Crosby's unsold covers and the actual cuts for the cachets from Crosby's widow after she gave up producing the cachets after his death. This would explain why there are "Crosby" cachets known for the 1948 Barro Colorado commemorative (Scott #141) as well as quite a few commemorating U.S. Navy vessels. Other stamps known with Crosby-type cachets include the 30c Williamson (Scott #113) and the 30c airmail (Scott #C13). It is interesting, that although there is a Crosby cachet evidently intended for use on the

Panama stamps, none have been seen by me to date, although Panama 25th Anniversary stamps have been noted on other cachets.

Many of the Crosby cachets include identical photographs or the same primary thermographed image such as the famed "Kiss of the Oceans", but the introductory lines and texts vary greatly. These varieties in fact make up one of the primary challenges to "completeness." Therefore for ease in identification, grouping of the cachets is by the text found at the top of the cachet. In the following paragraphs I will give readers a short word picture and an example of the various types. The origin of this classification is the result of a visit I made to Roger Wentworth in Georgia over ten years ago, when we literally spread out all our many Crosbys on the floor to try to find some patterns. The first effort was by main images, and then we tried the photographs, but this proved very unwieldy, and so this "Karrer-Wentworth" system is destined to be the way we collect Crosbys. Within each of the twelve basic types there are often subtypes, usually in the type of letters utilized. The most common of these subtypes are with sans serif letters or letters with prominent serifs. But, to keep this article as a primary classification piece, I will not go into detail at this time. If there is sufficient request, I will be happy to do a follow-up article for the CZP. The final product will list each major heading, all the reported sub-types and a listing of the known colors in which each is found. Probably the greatest challenge to "completeness" is the proliferation of colors found on many, if not most of them! I doubt if anyone will ever have a "complete set," but in the meantime the challenge is there for us all to tackle.

THE TWELVE TYPES

- A. FIRST DAY CANAL ZONE AIR MAIL ISSUE
- B. 25TH ANNIVERSARY/ OPENING/ THE PANAMA CANAL/ FIRST DAY CANAL ZONE ISSUE
- C. 25TH ANNIVERSARY/ OPENING/ THE

- PANAMA CANAL
- D. 25TH ANNIVERSARY/ OPENING/ THE PANAMA CANAL/ FIRST DAY PANAMA CANAL ISSUE
- E. PANAMA CANAL
- F. PANAMA CANAL/ OFFICIAL FIRST DAY COVER
- G. FIRST DAY PANAMA CANAL ISSUE
- H. FIRST DAY CANAL ZONE ISSUE
- I. FIRST DAY PANAMA ISSUE
- J. COMMEMORATING THE TWENTY-FIFTH ANNIVERSARY/ OPENING OF THE PANAMA CANAL, AUGUST 15, 1939.
- K. PAA/ PAN AMERICAN AIRWAYS
- L. CROSBY/ BREWER DESIGNS
- M. MISCELLANEOUS

Since the first of the Canal Zone 25th Anniversary issues was the airmails issued on July 15th 1939, Type A is our first listing. There is only one basic image with these; a seaplane over a tropical scene. The photos are always a view of a seaplane but there are several different ones to collect. The Type A is almost always found with the airmails, but also is known used with U.S. #856 as well as various Canal Zone regular stamps. The two sub-types have letters with serifs, and more commonly those that are without, all in many colors. Unlike the regular issues, the airmails are almost never seen with postmarks other than Balboa Heights, although a few are seen from Balboa and some of the smaller offices. The example depicted here is a very scarce usage from the stamp collector and Canal Zone school teacher Mrs. Dove L. Prather to herself from Balboa, via the Panama Interior town of Sona, using a C15 on the first day, together with a #117 to make up the proper 8c internal airmail rate within the Republic.

Type B has a four-line introduction at the top. Three lines are always sans serif, but the 4th may be with or without serifs. It is also a good example of how Crosby set up the lines of type separately, as wide spacing variations are known. Wording under the picture almost always reads "CROSS ROADS OF THE WORLD," and nearly all have a map photo. Since these stamps were available for sale

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at all CZPOs there is a chance of getting a postmark from one of the lesser offices. They command a very substantial price on the few occasions they are offered for sale. Our example has the 4th line in serif letters and a very scarce Fort Sherman postmark.

Type C's first three lines are in sans serif letters. Two of the main sub-groups are based on the images. One has a Canal Zone Seal over the photo surrounded by other printed areas; on the less common sub-type, there is no Seal and a descriptive paragraph is there instead. A third subtype has additionally "First Day Issue" in tiny letters just below the initial three lines. There are many different views and texts, and the color most often seen is silver. Our example is the Seal with a 15c stamp properly paying the single weight airmail rate to the U.S. from Fort Clayton, another very scarce post office.

Type D has four lines of words, usually in sans serif letters, but in a few the 4th line has serifs. There are many variations in text, spacings, and photos. Many photos depict the SS *Ancon* on her maiden Panama Canal transit. The only colors I have seen are variations of purple-violet-burgundy. Our example has the SS *Ancon* with an U.S. #856, as are nearly all Type D covers.

Type E has "PANAMA CANAL" in fancy script-like letters. Almost all have a photo of Miraflores Locks, and colors are similar to Type D. There are distinct variations at top, left and below South America on the map. Some are known on airmail envelopes with red and blue lozenges around the edges. A large percentage seem

to be with U.S. #856. The example shown is autographed by President Theodore Roosevelt's grandson. Note at left it reads "FIRSTDAY" as one word.

Type F uses the same letters as Type E, in a variety of colors. All have the Great Seal of South Carolina above a photo of the USS *Charleston*. Lettering under the photo is in serif letters, making this the most variety-free of the Crosbys.

Type G's top letters may be serif or sans serif. Almost all photos are of President Roosevelt, Colonel Goethals or the USS *Charleston* in a wide variety of colors. Most are with U.S. #856, although our example has Canal Zone stamps with a scarce Corozal postmark. Other minor varieties are known.

Type H is the most prolific, with a large variety of captions, colors, and photos. On most the lettering at top is in sans serif letters in two different sizes, although the text under the photos may be either serif or sans serif. The example shown has the normal large letters in the top line and the photo shows the USS *Houston* with President Franklin D. Roosevelt aboard. A third major subtype has captions in the style letters seen in Types E and F, but the photo is the USS *Charleston*.

Type I apparently was made with the Panama stamps in mind, but I have seen none with them so far; indeed, all have a photo of Colonel Goethals in different sized letters and usually with U.S. #856.

Type J has a two line caption in small serif letters at top and a large number of photos, text, and color combinations, second only to Type H in varieties. All recorded to date have the Kiss of the

Oceans, President Roosevelt or Colonel Goethals as the primary feature. Our example features a photo of the battleship *Rhode Island* and a scarce France Field postmark.

Type K seems to have been made for the airmails, and all examples recorded have them. An eagle with Pan American Airways banner is at top, and under it is the Canal Zone Seal. Photo inserts, cachet color, and other wording vary from cover to cover. In the example shown, above the Seal is a two line "VIA AIRMAIL/First Day Issue" in different letters.

Type L cachets are considered to be Crosbys but were actually designed and signed by one of his associates named Brewer. One features a photo of President Roosevelt and a drawing of Colonel Goethals and the Administration Building. A second type has a portrait of Colonel Gorgas and a photo of a battleship at Gold Hill. Colors are a dark brown or purple and lettering is in different sizes. The example shown is the small letter sub-type.

Type M cachets are found with the "UNITED STATES FLEET" and eagle at top with a photo of the USS *Charleston*, or a three line caption reading "TWENTY-FIFTH ANNIVERSARY/OF THE/PANAMA CANAL" with a photo of the lock house at Gatun. Color is a dark purple. Examples of both are shown.

Information on additional listings is requested to help make the current "work in progress" a reality. This will be part of the next handbook the author is preparing for CZSG members. I can be contacted at the following addresses: Bob Karrer 17 Wentworth Street, Charleston, SC 29401-1625, or via e-mail : bkarrer@awod.com.

(Continued on next page)

President's Report

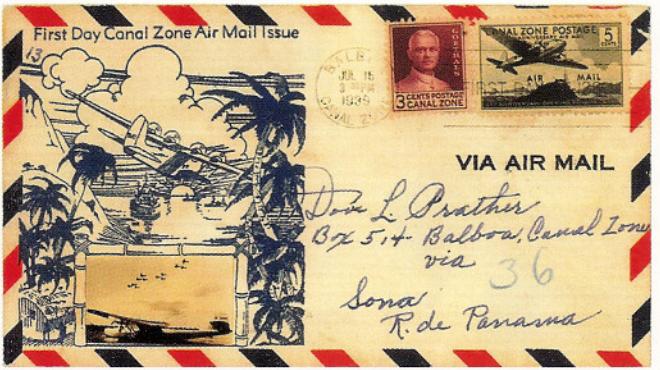
continued from page 13

the Gates, which is a glossy oversize publication of 180+ pages about the history of Fort Clayton, CZ from conception around 1917 to the turnover to Panama in 1999. For a full page of information on the subject from the Army, send an SAE to me. The Panamanians seem to be doing a competent job of operating the Canal. A couple of months ago they

promulgated a traffic rate increase for tonnage passing through the Canal of about 13%. The increase would only bring these costs to about twice what they were in 1914.

A rough draft having been completed, the first proof of the long awaited UPSS publication updating *Canal Zone Postal Stationery* will reach its progenitors around the time

this issue of CZP gets to you. When available, a copy will go to each CZSG member at no charge. Our Contributing and Sustaining members plus the hard work of the people running our CZSG Mail Sales are principally those donations who have made such freebies possible. Their efforts and the CZSG bylaws have withstood the tests of time.



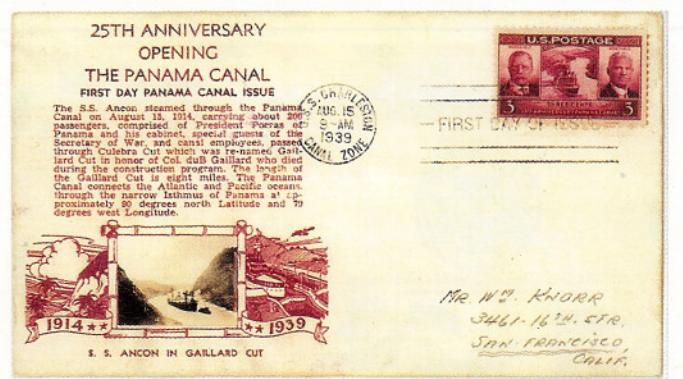
Crosby Type A: FIRST DAY CANAL ZONE AIR MAIL ISSUE



Crosby Type B: 25TH ANNIVERSARY/ OPENING/ THE PANAMA CANAL/ FIRST DAY CANAL ZONE ISSUE



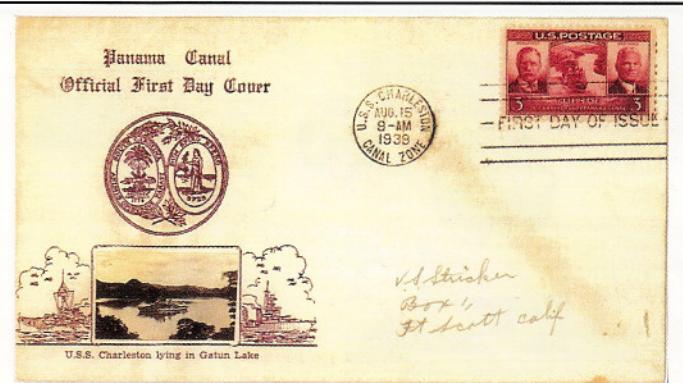
Crosby Type C: 25TH ANNIVERSARY / OPENING/ THE PANAMA CANAL



Crosby Type D: 25TH ANNIVERSARY/ OPENING/ THE PANAMA CANAL/ FIRST DAY PANAMA CANAL ISSUE



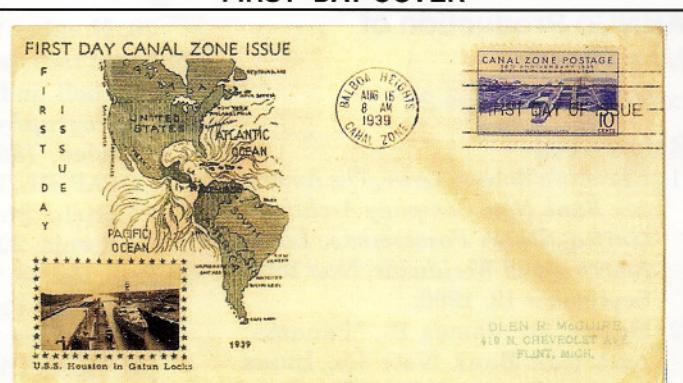
Crosby Type E: PANAMA CANAL



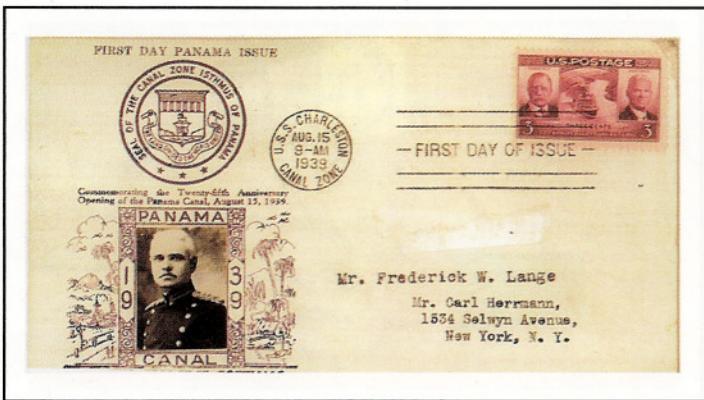
Crosby Type F: PANAMA CANAL/ OFFICIAL FIRST DAY COVER



Crosby Type G: FIRST DAY PANAMA CANAL ISSUE



Crosby Type H: FIRST DAY CANAL ZONE ISSUE
(Continued on next page)



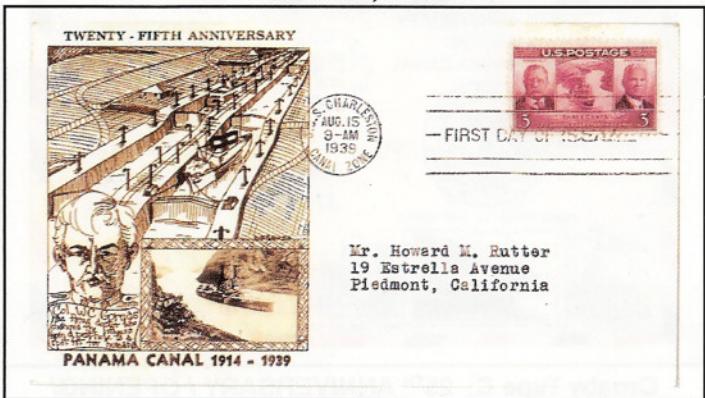
Crosby type I: FIRST DAY PANAMA ISSUE



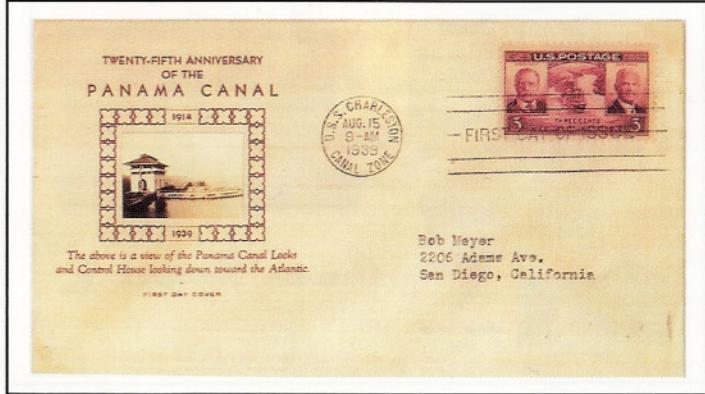
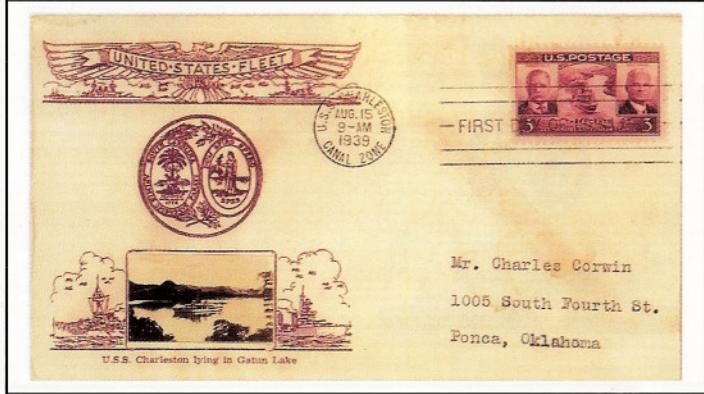
Crosby Type J: COMMEMORATING THE TWENTY-FIFTH ANNIVERSARY/ OPENING OF THE PANAMA CANAL, AUG. 15, 1939



Crosby Type K: PAA/ PAN AMERICAN AIRWAYS



Crosby Type L: CROSBY/ BREWER DESIGNS



Miscellaneous Crosby Cachets

ABNCo Production of Map Stamp continued from page 29

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- (3) Scotts 1989 Catalogue, Vol. 1, page v.
- (4) Mitchell and D'Elia, *A Philatelic Bibliography For Colombia and Panama, 1865-1999*, produced by COPAPHIL, The Colombia/Panama Philatelic Study Group, El Cajon, California, 2001.
- (5) Brid, Helme, "The Panama Issue of 1906-1907, Printed by the Hamilton Bank Note Co. of New York", *COPACARTA*, Vol. XIV, Number 1, pp. 8-25, published by COPAPHIL.
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- (7) Crumpacker, Weiss, Leeds, "ABNCo Archive Specimens of the 1911 & 1914 Map Stamps", *CZP* Vol. 34, No. 3, Whole No. 128, p. 17
- (8) Correspondence with Ed Redmond, Reference Section, Geography and Map Division, The Library of Congress, May 2002.
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Let's Hear It For Sailor Bert or From The Canal Zone With Love

by Jeanne Flynn Stough

A dear friend, Lydia, called me from Connecticut recently with,

"My grandson was cleaning out a garage and found a shoebox full of old postcards with pretty pictures of the Canal Zone on them. Didn't you tell me you once lived in the Canal Zone? Some of the stamps are missing . . shall I throw them out or do you want them?"

Still homesick for the Canal Zone where I was born and raised; where mama was raised before me during 1912 when all the high school diplomas were signed by the President of the United States; where Grandpas Roberts and Kenealy first went in 1906 to build the Panama Canal; where orchids filled the trees from which soursop and star apples, mangos and almonds hung, just begging to be eaten. It's no fun being from a dead country... "Lydia, oh Lydia, I want them!"

The shoebox contained 200 postcards all written and mailed 1906 through 1911 by one lonesome sailor on board the cruiser USS *Tacoma* to the same little lady back in the USA. The majority of the postcards were cancelled in the Canal Zone, on board the *Tacoma*, or in the Republic of Panama. The remainders were cancelled in Haiti, Porto Rico, Cuba, Honduras, Nicaragua, Costa Rica, Colombia, Ceylon and the Philippines (See figures below). Undoubtedly, in 95 years some have been lost.

And now I know what cruisers do - they cruise - and this cruiser did more than her share. Built and launched in 1903 at Mare Island, California, she was 308 feet long with a complement of 309. In 1904 she rounded Cape Horn and steamed up the Atlantic Coast of South America to the Caribbean Sea. Assigned to Panama, she watched the building of the Panama Canal and birth of the Canal Zone with the special duty of protecting American interests during the many periods of turmoil in the West Indies.

During a brief period in 1905 she was diverted to New York to transport Japanese diplomats from New York City to Sagamore Hill, President Theodore Roosevelt's home at Oyster Bay. There, the Japanese met the Russian commissioners for peace negotiations which later resulted in the termination of the Russo-Japanese War.

In 1906 and 1907, soon after the Spanish-American War of 1898, she cruised the Cuban coasts. In 1909 she joined the "Battle Ship Fleet" for a round-the-world trip; then back to the Canal Zone and Costa Rica, she landed a force of bluejackets at Puerto Cortez, Honduras, to protect American citizens there in 1911. She patrolled at Bluefields and Great Corn Islands off the Nicaraguan coast during the Nicaragua revolution of 1912. She was part of the U.S. fleet that patrolled off Vera Cruz, Mexico in 1914 during the U.S. occupation of

Vera Cruz. Undoubtedly her seamen were jubilant to see the Panama Canal open in 1914, saving them future trips around Cape Horn. When the United States entered World War I, the *Tacoma* made five round-trips to Europe protecting troop and supply convoys. At the end of the war she returned to her old duty of encouraging stability in the perennially volatile Caribbean.

Shown here are some of the more interesting postcards mailed by sailor/writer Bert Tatem. It is not known who the single addressee was - sweetheart or just a friend? Nor is it considered germane to this treatise. Reading his notes show the modesty of the Victorian age which held his hand; I don't think he would mind this show. Many thanks go to Carol Vezina for protecting this treasure trove and also to Lydia...that encyclopediad . . . you can learn a lot from Lydia. But most of all thanks go to seaman Bert for his 200 first-hand glimpses into history. No slacker, that sailor.

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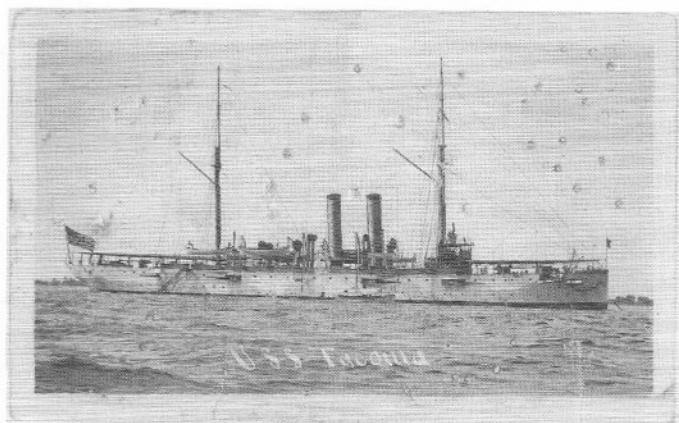
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(Continued on next page)



U.S. SAILORS with *Tacoma* cancel 1910 &
U.S. Scott 331



USS *Tacoma* with *Tacoma* cancel 1910 &
U.S. Scott 331



ANCON HOSPITAL with Panama cancel 1906 Scott 185



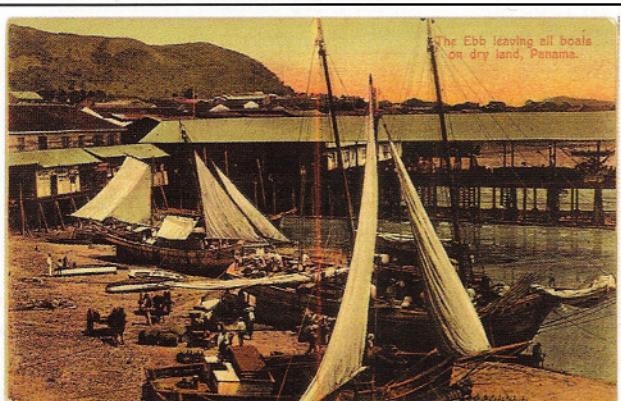
ICC HOSPITAL with NY & Canal Zone cancel 1908



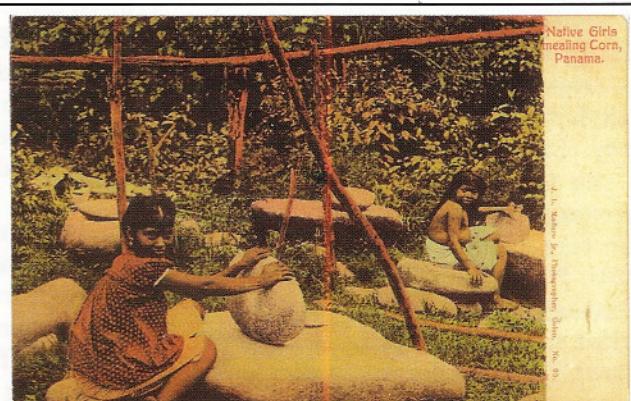
COCOA PALMS with Cristobal cancel 1908 & CZ Scott 22



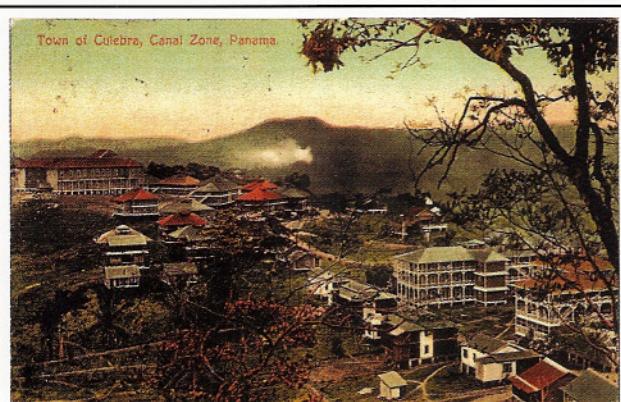
NATIVE INDIANS with Fortress Monroe cancel 1908



EBB TIDE with Cristobal cancel 1908 & CZ Scott 22



NATIVE GIRLS with Colon cancel 1908



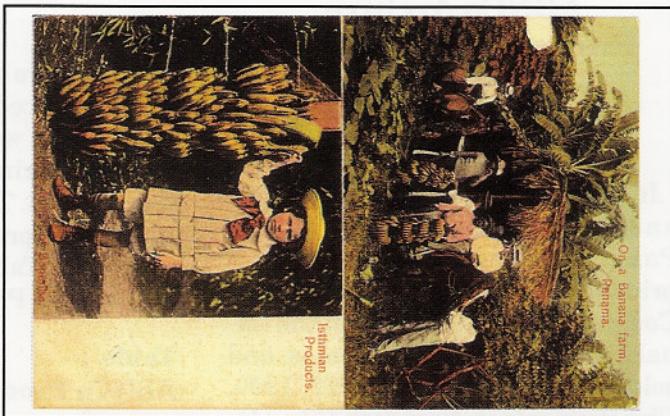
CULEBRA CZ with Cristobal cancel 1908 & CZ Scott 22



CHAGRES with Tacoma cancel 1909 & U.S. Scott 331
(Continued on next page)



YMCA with *Tacoma* cancel 1910 & U.S. Scott 331



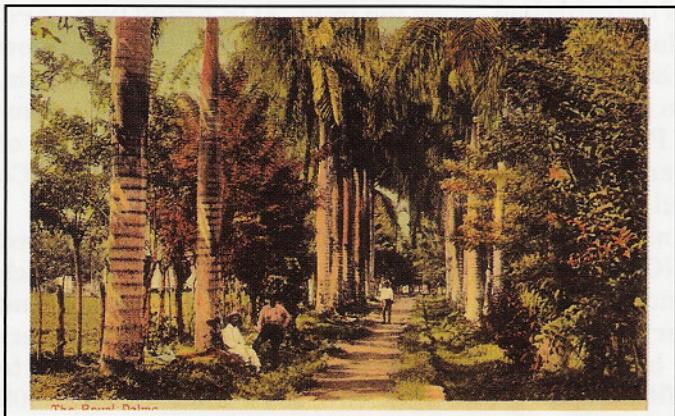
ISTHMIAN PRODUCTS with Colon cancel 1910



CHORERA with Cristobal cancel 1910



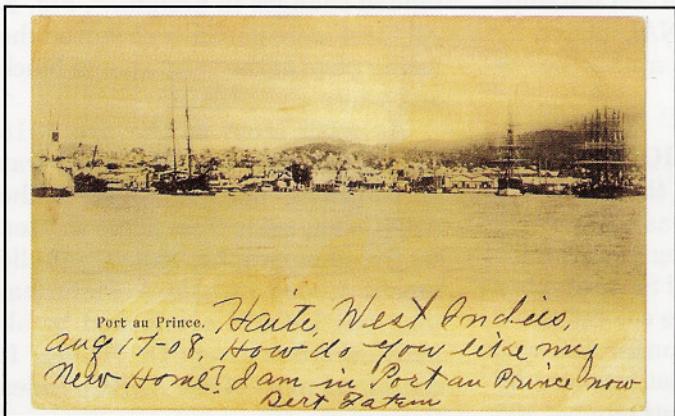
COUNTRY DWELLING with Cristobal cancel 1910



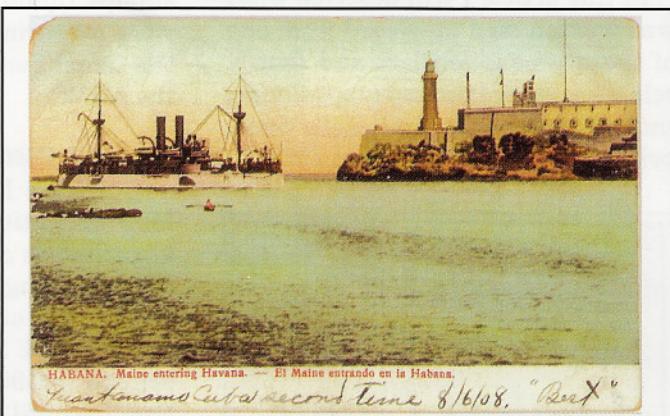
ROYAL PALMS with TACOMA cancel 1910



COCOA PODS with TACOMA cancel 1910



PORT AU PRINCE with port Au Prince cancel



REMEMBER THE Maine with Hudson Term Sta
NY cancel

**ABNCo Archive
Production File of the
Map Stamp
Printed in 1908
David T. Zemer**

In previous issues of the *CZP* much analysis has been done on the Panama stamps that were overprinted by the American Bank Note Company (ABNCo) for use in the Canal Zone, marked as Specimens, and sold during the September 12, 1990, Christie's sale in New York City. (1)

Most of the Canal Zone material was in Lots 8 - 67. Later that day Panama Lots 511- 602 were sold. To date little has been published on the Panama lots. A significant subset of these lots is referred to as the 'production lots'. They are important to Canal Zone collectors because they contained most, if not all, of the existing original photographs, hand painted essays, and pre-production die proofs as well as die proofs approved for production. Furthermore some production lots had nearly complete files with plate proofs and collateral material used during the production process. In a few lots there are also notes that relate to the production of a stamp for the Canal Zone and not for Panama, so one could argue that some of these lots deserved to be in the Canal Zone section of the auction.

This 50th Anniversary Issue of the *CZP* seemed an appropriate place to begin documenting some of this material that has significance for both the Canal Zone collector as well as the Panama collector.

In this article I will describe what was written on a map card from one of these production lots and how it relates to other Panama map stamps, including several that were overprinted for use in the Canal Zone.

**Articles
Wanted...
Contact Editor**

**1908 ABNCo
PRODUCTION FILES**

There were six lots with production material for the Panama stamps which were produced in 1908 and which Scott lists as being issued from 1909 to 1916. There were other lots that contained the final stamps with the SPECIMEN overprint and security hole as well as complete specimen booklets and uncut panes. The lot containing the 2c Cordoba material also contained the 5c Arosemena production material. A brief summary using Christies' descriptions is given in Table 1. The last column contains the Scott number of the stamp, without the P for Proof, derived from the material in each lot.

**Table 1 -
ABNCo Production Files for Panama Stamps Produced in 1908**

LOT #	YEAR	VALUE	DESCRIPTION	CHRISTIE'S SCOTT#	CORRECT SCOTT#
514	1911	1/2c	Map production file	195	196
518	1909	1c	Balboa Production file	197	197
526	1909	2c	Cordoba small die Proof	198P	198 + 200
530	1909	2 1/2c	Arms production file	199P	199
536	1909	10c	Obaldia production file	201	201
542	1916	8c	Hurtado small die proof	213P	213

These production material lots had drawings or photographs pasted onto stiff cards that appeared to be typical of those from a photographer's studio. With the exception of the map card in Lot 514, each of the cards had a sample of a 1906 Hamilton Bank Note Co. (HBNC) stamp with the same subject as that on the card. The 'map card' had a 2c Panama map stamp, Scott 180, overprinted and first issued in the Canal Zone in 1904 and then issued in Panama in 1905, instead of the 1/2c HBNC flag stamp. All of the cards had notes on them concerning the number of stamps to be printed and some had numbers preceded by C or F. With the exception of the 1/2c Map and 2 1/2c Arms stamps, the other four ABNCo stamps were overprinted CANAL ZONE by the Canal Zone postal authorities or the ABNCo.

MAP PRODUCTION FILE

Christie's Lot 514, the 1909 1/2c Map production file, was erroneously identified as containing material for the 1/2c orange colored Scott number 195 instead of the rose colored Scott number 196. Scott number 196 was printed in 1908 but not released by Panama until 1915. Scott number 195 was not produced until 1910, released in 1911.

The map lot contained three items. The first was a rose colored stamp size composite model with the words "200 on" and "F 1518". Next was a large die proof in rose color stamped on the front "FOR APPROVAL, APR 27 1908". Written on the card below the die proof in pencil were initials, date, and "OK". On the back are numerous dates and time stamps of various departments at the ABNCo as well as "F 1518".

Lastly the map card was described as the "...original map from which some design work was derived and with notation regarding the numbers of stamps to be printed, affixed to thick card, 187 x 132 mm., with 1905 2c stamp affixed to illustrate the intended changes in design...", Fig. 1. All three were partially shown on the facing page of the catalogue in black and white

As with most of the pre-1915 Panama production files, there was no additional documentation in the ABNCo lot, aside from notes written on the photographs, essays and die proofs. A surprise source of information was Lot 568 overlooked by almost everyone except Dr. Helme. It contained most of the ABNCo Index Copy cards. (2)

(Continued on next page)

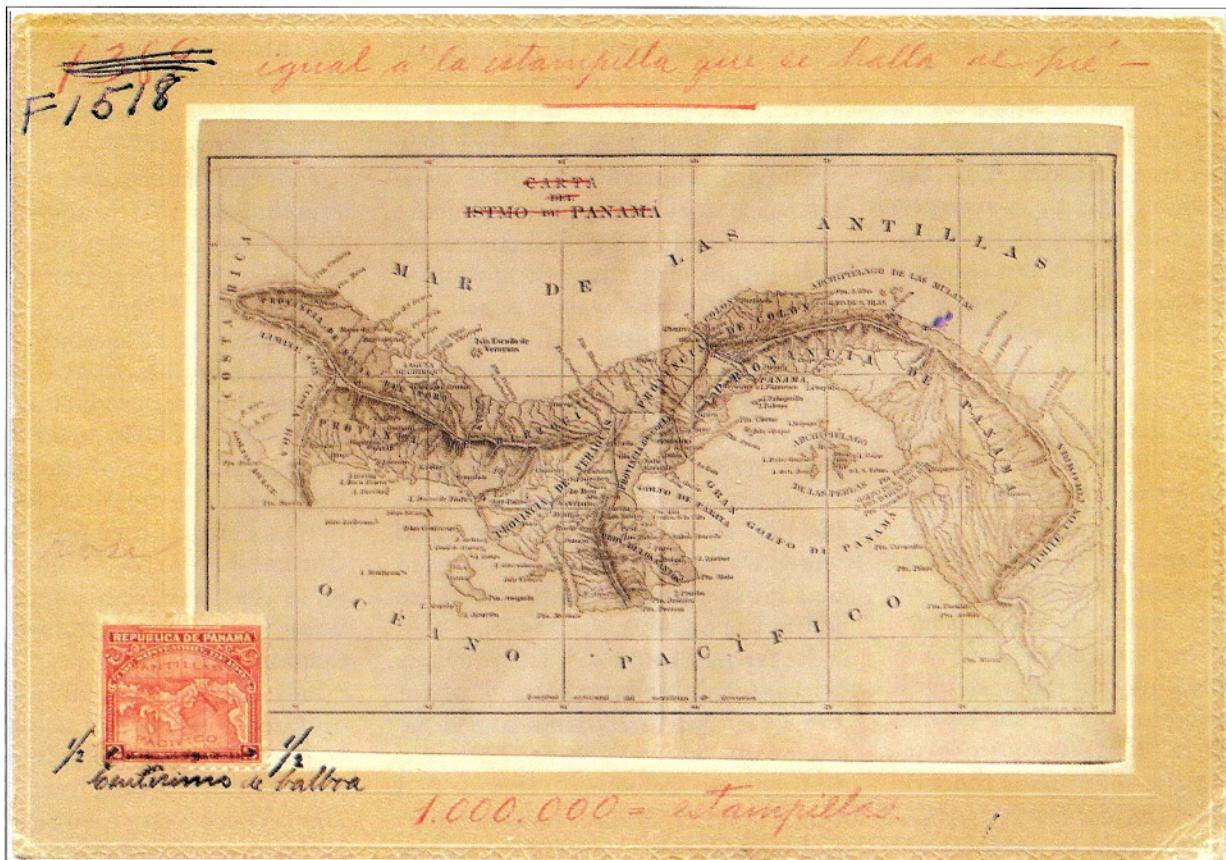


Fig. 1. ABNCo 1908 Map Stamp model

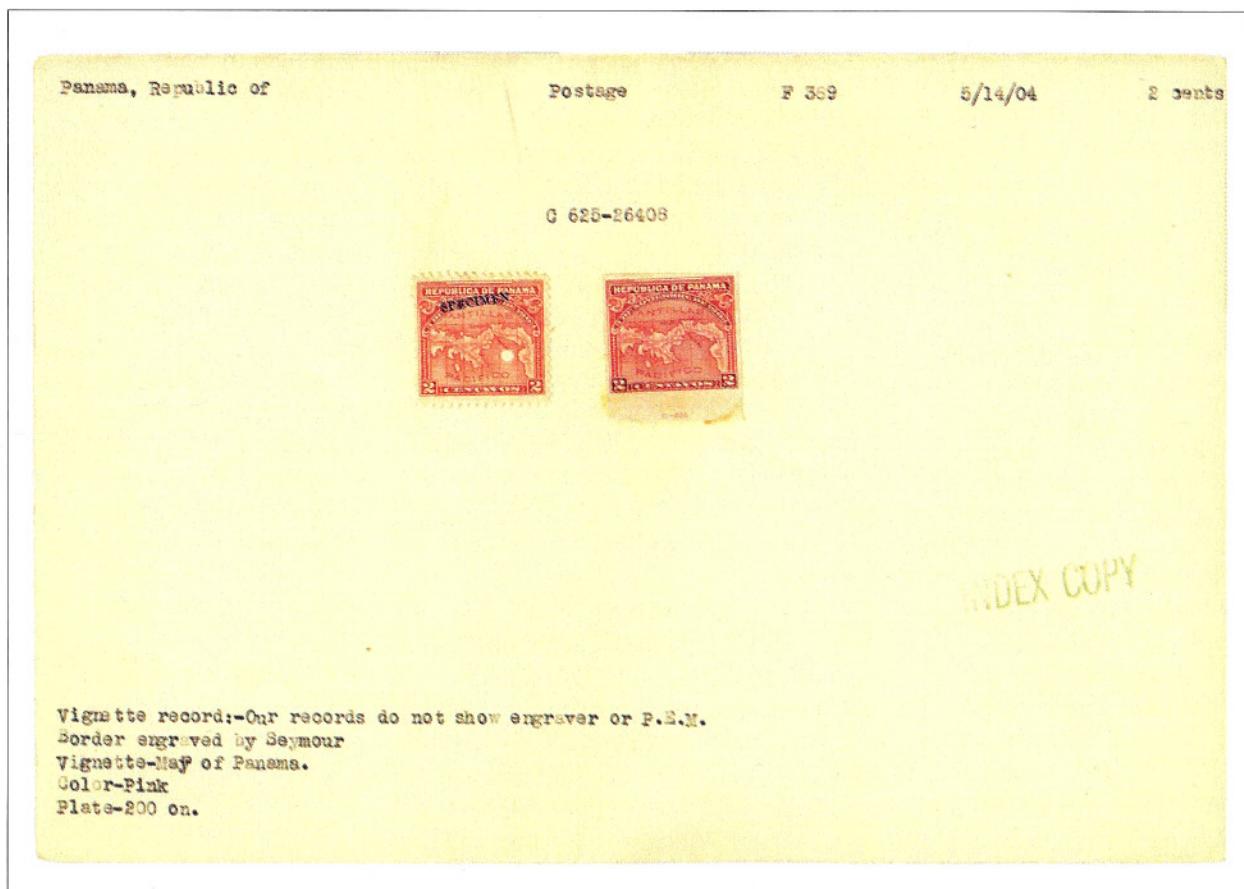


Fig. 2. ABNCo 1908 Map Production Card

(Continued on next page)

FRONT OF THE MAP CARD

The map on the card is not an original map printed on paper, but rather a photograph of a map. The original map had photographically been reduced to 141 mm x 87 mm. With the help of a magnifying glass even the smallest print on it is easily readable. This map is in Spanish and shows a proposed route for a "Canal de Panama". There was no copyright or date on the map nor was there an atlas reference, page number, or legend. The map was designed or published by Bormay & Co., N.Y.

At the top of the front of the card in red ink is "F 389" and in Spanish "igual a estampilla que se halla al pie", which roughly translates to "the same as the stamp at the bottom". The "F 389" has been crossed out with 3 lines of blue ink and replaced by "F 1518" also in blue ink. At the bottom in red ink is "1.000.000 = estampillas." On the map itself the title "CARTA DEL ISTMO DE PANAMA" has been crossed out in red ink.

The 2c stamp on the card, Panama Scott number 180 and Canal Zone Scott number 10, was partially lifted at the top left hand corner to see if any other writing or another stamp was beneath it but there was not. Above the 2c stamp the word "rose" was written in pencil. At the bottom black ink was used to mark out the denomination "2 CENTAVOS 2" and replace it with "1/2 Centisimo de balboa 1/2"

BACK OF THE MAP CARD

It is difficult to understand what is on the back, so a full description with some explanation has to be given.

On the left, of the card F 389 was written in red ink and appeared to be in the same hand as the red F 389 on the front. It was also scratched out with blue ink as the red F 389 had been on the front. On the right side C - 625 was written in red. On the left at the bottom a paste-on label bordered in red had "Stamp C 625" written on it in red ink. The part of the label with 625 had been previously rubbed hard enough to take away some of the paper where 625 was then written. Under the digit "5" one can see a faint "4" in red ink.

Under the digits "62" there are also traces of other digits in red ink, but they have not been identified. There is also the number 01518 stamped in red to the left of the manuscript F 389.

The order number F 1518 is written twice in blue ink, once below the crossed out red F 389 and once more to the right of it where it is written over "- 389" which was in pencil and had not been erased. All other writing is in pencil. At the top of the card "2c Panama Stamp May 1904 - C 625" was clearly written. There had been other writing where this had been written but most of the previous writing had been erased. The previous words were in pencil and as the card was quite sturdy indentations were left in the paper.

As far as I could see, the previous writing contained the letter "l" under the letter "n" in Panama and a "b" under the "m" in Panama that could fit the word "Colombia". It appeared that the word "Stamp" had been partially erased and overwritten by the same word, "Stamp". Under the word "May" the rubbed out word "April" can be read. Under the "4" in 1904 an "8" can be read. Under "62" "184" is seen. Below this the name "Seymour" has been written where another word or words had been erased, to the right of it the letter "F" has been erased.

In the middle of the back is an area that has been partially erased and overwritten with "1/2c - 10c - 1c - 2c - 13c". Nothing of the previous writing is discernible. The last writing in pencil is "Republica de Panama", perhaps over some previous writing, and to the right of this is the name or trademark COLLINS CARD surrounded by two ovals embossed into the card.

CHRONOLOGICAL INTREPRETATION OF WRITING ON THE CARD

Panama Map Stamps Printed in 1888

There were only two slim links on the back of this map to the 1888 printing. The first was what appears to be "2c Colombia Stamp April 1888 - C 184" which had been erased and overwritten with "2c Panama Stamp May 1904 - C 625". The second was

the red boarded label on the back of the card which appeared to have had the identifier "Stamp C 184" written on which was erased and replaced with "Stamp C 625".

The significance of the "C" number was that the ABNCo added the letter "C" in front of the identification number of the final die-proof used in the production of each unique stamp. Nowhere in the files that I have seen do they stipulate what C stands for. In one Panama production file from 1929, the ABNCo used "Chrome-Hardened" as one of the procedures that had to be approved for the final plates. Perhaps then the C stands for Chrome-hardened. Another possibility is that the proof impression has been "Certified" or approved for production (3).

Index cards in Lot 568 and various die proofs do not tell us which map had been used for the stamps printed in 1888 and released from 1892 until 1896. These index cards clarify some of the production history of the seven Panama stamps produced by the ABNCo for "Panama, Dept. of Republic of Colombia" in 1888. The Scott numbers for these are 15 through 21. Apparently the F-number ordering system, for stamps produced by the ABNCo's Foreign Division, was not in use at that time but the ABNCo assigned each die proof a unique C number, beginning with the 1c Panama stamp, Scott 15, C-183-26273, and finishing with the 1 Peso stamp, Scott 21, C-188-26278. The rose 2c stamp was C-184-26275. The index card for this stamp identifies the print date as 4/13/88. This C number and date matches that which was erased on the map photo card in the production file.

COPAPHIL's newly released *Philatelic Bibliography For Colombia and Panama* proved indispensable in searching for information on the Panama map stamps printed in 1888 and as well as the other stamps in the Christie's ABNCo sale (4). Even using this excellent bibliography it was disappointing to find that nothing could be found concerning the production of the 1888 Map stamps.

(Continued on next page)

Panama Map Stamps Printed in 1904

An announcement dated February 28, 1904, published in the *Gaceta Oficial* of March 2, 1904, requested bids for a printing of nine stamps of values: 1P, 50c, 20c, 10c, 5c, 2c, 1c, the 10c Registration, and the 5c Acknowledgment of Receipt. It required that the printing be done by the ABNCo (5). This solicitation is the only documentation that I have seen concerning an order for ABNCo stamps in 1904.

There was no production file in the Christie's auction for the 1904 stamps. Large die proofs exist but they were not disposed of in this auction. They have the C numbers on them and are therefore the ones used to produce the final stamps.

Fortunately the index cards for these stamps were in Lot 568. An index card for the 2c rose, Panama Scott number 180 and Canal Zone Scott number 10, were part of order F 389 and is shown in Fig. 2. A similar index card exists for several other stamps in this order including the green 1c which was Panama Scott number 179 and Canal Zone Scott number 9. At the top of this card, "Panama, Republic of", "Postage", the ordering number "F 389", the date of printing, "5/14/04", and the denomination, "2 cents" are typed.

In the middle of the card, a 2c Panama stamp had been pasted. This is Scott number 180, with SPECIMEN in dark blue and a punched security hole. Next to it is a rose cut die proof with C-625 below it in the same color and on the same paper. On the index card it states that Seymour engraved the boarder. His name is also on the back of the card where "Seymour" is written across from the over-written order number F 389.

The final die for this F 389 stamp was C-625-26400, and it was finished in May 1904. The rose 2c and its green 1c counterpart, C-624-26409, stamps were sent to Panama but instead of being used to mark the first anniversary of independence from Colombia, November 3, 1903, some were first sold to the Canal Zone and overprinted CANAL ZONE. These were Scott Canal Zone numbers 10 and 9 respectively.

Panama Stamps Printed by the Hamilton Bank Company in 1906

Five of the 1906 series stamps produced by the HBNC have a corresponding stamp printed by the ABNCo in 1908. These are the 1c Balboa, 2c Cordoba, 2 1/2c Arms, 5c Arosemena, and the 10c Obaldia. The vignettes of the portrait stamps are quite similar to the photographs that the ABNCo used when it produced its 1908 series. This similarity suggested that the HBNC had used the same photographs first, followed two years later by the ABNCo.

Correspondence with Federico Brid clarified this assumption. Brid stated that P.H. Ward in the *Collectors Club Philatelist* showed the original drawings for the HBNC vignettes in an article published in April and July, 1948. These drawings reside in a 3-volume collection of Panama HBNC material in the National Postal Museum in Washington, D.C.

Panama Map Stamp Printed in 1908

The rose Panama 1/2c stamp (Scott number 196) printed in 1908 was derived directly from the Scott number 180 printed in 1904. As this was a stamp made only for Panama it will be covered in more depth in a future issue of *COPACARTA*, the COPAPHIL quarterly publication.

The Panama 10c and 13c Map Stamps

The reason for the listing of five values on the back of the card remains a mystery. One possibility is that in 1904 or in 1908 Panama ordered the ABNCo to prepare to make the same basic map stamp in denominations of 1/2c, 1c, 2c, 10c, and 13c. There was no need for 13c stamps in Panama during this time so this could have been a mixed order with the intention of selling some of these stamps to the Canal Zone.

A second possibility is that at a later date someone at the ABNCo simply wrote the denominations of the Republic of Panama map stamps that had already been produced with this map as a model for the original vignette.

The 10c and 13c ABNCo specimen

stamps have been covered in a previous CZP (7). For a good overview of the ordering process for the 10c and 13c map stamps by the Canal Zone authorities the collector should refer to *Canal Zone Stamps* by Plass, Brewster and Salz.

PRODUCTION DATE OF THE MAP

There is no copyright or publication date on the map from Lot 514 so it has not been possible to be certain that it was available for the ABNCo to use as a model in 1888. A search of over 100 maps of Panama at the Library of Congress did not turn up this map by Bormay & Co (8).

Both Colombia/Panama and Costa Rica disputed their common boundary and in 1900 the president of France was asked to arbitrate and made a decision. However this decision did not seem to be acceptable as in 1921 both countries came close to going to war over a boundary dispute.

Perhaps these disputes are the reasons that these stamps do not show any national boundaries even though boundaries are clearly drawn on most maps. It appears that there was either a "rush" job to get these stamps finished or a great deal of artistic freedom was granted the designer. The location of the lines of latitude and longitude on the finished map stamp do not match those appearing on this map model or on maps existing in 1904 or later.

I was quite surprised when examining six different maps of Panama printed between 1888 and 1914 to find that all had slightly different boundaries, none of which appeared to match the ones in Lot 514.

There are substantial records available (9), so there is a good chance that this map will be found and a production date established. There also remains the chance that records from either the ABNCo or Panama will be discovered that shed more light on the map stamps of Panama.

(References continued on page 22)

Philatelists on the Zone

By : Julius Grigore, jr

"Philatelists on Isthmus of Panama
Hold Big Meet in Canal Zone
Judge Tatelman Master of
Ceremonies at Philatelic Dinner"

The above is the headline which appeared on the lower front page of the English and Spanish editions of The *Star & Herald* on September 13, 1931. The story read:

"Cristobal Sept. 12

Philatelists from both sides of the Isthmus exchanged stamps and stories last evening over a dinner served in the Palm Room of the Cristobal Army and Navy YMCA at which function F. E. Sosebee, President of the Canal Zone Collector's Club, presided and Judge E. I. P. Tatelman acted as Master of Ceremonies.

This was the first of what will be regular dinners to be given by the club.

Some of the most enthusiastic collectors of the Atlantic and Pacific side were present, among them being Commander Maximino Walker, Chief of the Colon Fire Department, who owns a rare and valuable collection of some 60,000 stamps. Among these is a Spanish specimen which is valued at \$12,000 and which is the envy of all local collectors.

A "Chinese Auction" was held which delighted all present and which resulted in the acquisition of greatly desired stamps for some and satisfactory sales to others.

The menu was not the least of the evening's pleasures in that each item served was designated in collector's terms that might mean anything in the matter of edibles and certainly meant nothing to the uninitiated but evoked merry comment from the diners whose main topic of conversation was STAMPS.

The fruit cocktail was "mission mixture"; the creamed chicken was "watermarked star and crescent"; the mashed potatoes were "mutilated—1/2 cat."; the string beans were "on covers"; the creamed cauliflower was "no straight edges"; the Waldorf salad was "a la goya—

look for the moles."

It is not known who the other members of the Canal Zone Collector's Club were, but, through the years, they very likely included, as evident from the covers which have survived, (pgs. 33, 34) the following persons—some of whom became very prestigious in the world of philatelically and aerophilately:

- R. W. Barr, Balboa, Canal Zone
- Postmaster Gerald D. Bliss, Cristobal, Canal Zone
- R. S. Carter, Balboa Heights, Canal Zone
- J. W. Coffin, Chief Postal Clerk, Cristobal
- Alex A. Cohen, Panama/Costa Rica
- Bert E. Davis, Balboa, Canal Zone
- A. P. E. "Ape" Doyle, Cristobal, Canal Zone (Jimmy Doyle, nephew)
- A. "Archie" W. French, Balboa Heights, Canal Zone
- Noel Flidman Founder and President, Universal Stamp Company
- Harry F. Frey Assistant Postmaster, Cristobal (married Bliss's secretary, Mabel Turner)
- Emile O. Hauke, Building Contractor, Colon
- Major Thomas O. Humphreys, Fort de Lesseps, Canal Zone
- A. A. Hunter Postmaster, Balboa Post Office (Replaced Bliss at Cristobal Post Office in 1934, upon Bliss's retirement.)
- Francisco F. Lobato, Colon, Republic of Panama
- Nathan D. Levy, Gatun, Canal Zone
- Felix Levy, Balboa, Canal Zone
- Emile Mirzachi, Colon, Republic of Panama
- Ralph H. Pearson, Balboa, Balboa, Canal Zone
- Stacey C. Russell, Senior Postal Inspector, Canal Zone Postal Service
- Doctor Louis Schapiro, M. D. Panama, Republic of Panama
- Ralph K. Skinner, Balboa Heights, Canal Zone
- Walter R. Smith, Balboa, Canal Zone
- Postmaster Joseph R. Thomas, Coco Solo, Canal Zone
- Pedro Vidal, Panama, Republic of

Panama

• Commandante Maximino Walker, Colon, Republic of Panama.

Commandante Walker was honored by the Republic of Panama, in 1948, by the issuance of a 20 cent gray blue stamp (Panama Scott No. 360) to memorialize his having been the leading firefighter of the Republic.

Judge Tatelman, a prominent Canal Zone philatelic authority, wrote *Canal Zone Postage Stamps*—which remains a definitive history of Canal Zone Postal Service and about its organization and stamps. It was published by the Mount Hope Printing Plant under the auspices of the Canal Zone Postal Service.

About the other personages listed, Mirzachi, probably because of his being a wealthy jeweler, real estate, and stamp dealer in Colon, seemed to be the most prolific of the cover originators, followed by Bliss, Cohen, French, Levy, Lobato, Humphreys, and Schapario.

Of the Mirzachi philatelic holdings, a story emerges when Mirzachi passed away, in 1952, a trunk full of his covers disappeared even before he was buried. His house boy was suspected, but there was insufficient evidence to formally charge him. Regardless, Mirzachi covers continue to surface throughout Europe and the United States, and from as far south as Buenos Aires, Argentina, but without any discernible pattern as to their source.

R. W. Barr was an early Canal Zone philatelist who collected first flight covers associated with the Caribbean and Central America. Among his prized first flight covers was the one flown between Nassau, Bahamas and Miami, Florida, along FAM Route No. 7, via a flight inaugurated by the newly founded Pan American Airways, Inc. on January 2, 1929. 2,000 pieces were flown on the Nassau-Miami leg of that inaugural flight.

Bliss's involvements with Canal Zone philately require no further discourse. But there is no evidence that Calhoun was a member of the Canal Zone Collector's Club.

Alex A. Cohen was a leading author-
(Continued on next page)

ity of Costa Rican philately—being published frequently on that subject and about Central American stamps in general. During World War II, he was among the hierarchy involved in Canal Zone postal censorship.

Bert E. Davis was a prominent coin and stamp collector in the Canal Zone and it was he that encouraged the author to become an ardent Canal Zone philatelist.

A. P. E "Ape" Doyle was the printer for The Panama Canal, and his nephew, Gerald A. Doyle, Jr., became the Chief, Engineering and Construction Bureau, Panama Canal Company. It was under his supervision that the design of the following stamps occurred: 4-cent SS *Ancon* stamp, the 4-cent *Theodore Roosevelt Centennial* stamp; the first 3 and 5-cent Postal Cards; the 4-cent *50th Anniversary of the Boy Scouts of America* stamp; the 4-cent *Fiftieth Anniversary of the Girl Scouts of America* stamp; the 7-cent *World Health Organization Drive to Eradicate Malaria* stamp; the 4-cent *Opening of the Thatcher Ferry Bridge* stamp; the 15-cent *Alliance for Progress Air Mail* stamp; the 15-cent *U. S. Army Caribbean School Air Mail* stamp.

Abram Waldo "Abe" French was Pan Am's first commercial representative in Panama, and later, during 1959-60, as curator, established Pan Am's Clipper Hall (*French's Olde Antique Shoppe*). This was Pan Am's first museum to chronicle its epic historical development and accomplishments. It was based at Idlewild (*Palace in the Wilds*) International Airport, New York (now Kennedy International Airport). Clipper Hall, which had its formal opening on June 28, 1960, has since been dismantled.

A. A. Hunter is best known for his successful rebuttal to Calhoun's charge that he had violated Canal Zone Postal Service regulations by postmarking Canal Zone Scott No. 96 (the basic United States Sesqui-Centennial Stamp, Scott No. 627) on the 4th of July, which fell on a Sunday, a day when the post office was normally closed, rather than waiting to postmark it as a first day cover on the following Tuesday, the 6th, when

all Canal Zone post offices would be opened for business. (Monday was considered as a legal holiday, since the 4th of July fell on a Sunday in 1926.) Calhoun claimed that Hunter had canceled a few first day covers on the 4th to favor friends. Among those who received these prized covers were A. W. French.

Nathan L. Levy was the owner of the Canal Zone Stamp Company, Gatun, Canal Zone, and his son David (Leeds) is currently a distinguished member of the Canal Zone Study Group, and a former editor and frequent contributor to the CZP.

Ralph K. Skinner was another prominent philatelist and Canal Zone and Republic of Panama staff writer for the renown daily newspaper *The Christian Science Monitor*, Boston. Ralph was a close friend of the Grigore family and the author of the privately published booklet: *Stamps The Hobby That Fits in a Footlocker*. This book was distributed freely by the Skinner Family to United States marines, soldiers, and sailors arriving on the Isthmus of Panama during World War II and thereafter.

Ralph was also the philatelic representative for the colossal firm of H. E. Harris, Boston, which stamp company, during late 1962 and 1963, became legally embroiled with the Canal Zone Postal Service over the bridgeless error on a sheet of fifty 4-cent stamp dedicated to the *Opening of the Thatcher Ferry Bridge* issued on October 12, 1962. Ralph acted as intermediary for the purchase of 5,000 sheets, of fifty stamps each, of that stamp for Harris. It was among those 5,000 sheets that one sheet of the bridgeless error was discovered by a Harris employee. The Canal Zone Philatelic Agency thereafter discovered three sheets, of fifty stamps each. Subsequently, the Canal Zone Philatelic Agency destroyed one sheet of the three and had two sheets laminated for retention. One sheet was given to the National Philatelic Collection of the Smithsonian Institution, Washington, and the other was retained for display by the Canal Zone Philatelic Agency. Upon the close of the Canal Zone Postal Service, on September 30, 1979, the second sheet was also

turned over to the custody of the Smithsonian, as the custodian of the National Philatelic Collection and Museum.

The one sheet which Harris was allowed to keep, by order of the U. S. District Court for Washington, D. C., was broken up for sale as singles and blocks. They have sold for as much as \$10,000 for a single copy, however, they usually sell for around \$7,500.

A strange story emerges about Pedro Vidal, Sr.—one which did not reveal itself for over fifty years and one which provides a thrill to the philatelist in search of errors for his collection. One day, in July 1986, the author visited Numismatica Panama, a coin and stamp shop in the heart of downtown Panama—which was then owned and operated by Dan Sanders and his partner, Herb Koffler. While in casual conversation with Dan, about Canal Zone stamps, he reached into the side drawer of his desk and withdrew an album which contained an unused one-cent Gorgas Canal Zone stamp. Ordinarily this stamp would be cataloged as a yellow-green (and sometimes bright green) Scott No. 105. I say *ordinarily* because the 1-cent Gorgas showed me was light blue!!! (ed. note, a chemical "changeling")

Naturally, I was both astounded and intrigued with his acquisition, because no such colored stamp had ever been reported and because I was curious as to where he obtained it. Dan said he had found it—in 1981—while sorting a bulk mixture of Canal Zone stamps; hoping to find a scarce Canal Zone perf or two. Now Dan is one of the most conservative, straightforward fellows I know, and his reputation is of the highest order throughout the international coin and philatelic community. Although Dan could not prove that the stamp was genuine, he considered his find so extraordinary that he had included it in his stamp portfolio. If he did not believe the "light-blue" to have some semblance of genuineness, he would not have kept it.

Even though he was a stamp dealer, no amount of persuasion could sway Dan to part with his unusual find. Nor

(Continued on next page)

would he accept my suggestion to have "it" expertized for concern that the stamp would disappear.

You would believe that this story would have ended in Dan's stamp shop. Not so, a few days after seeing Dan, I was visiting a prominent Panamanian attorney, Abrogado Antonio A. de Leon for the purpose of trading Panama stamps for Canal Zone stamps. This was the first of my four visits to Abrogado de Leon's home during the week. As we came to know each other better, de Leon took me into his confidence. He confided that because of poor health his days were really numbered—perhaps with no more than a year to live.

It was during what proved to be my last conversation with him that de Leon, like Dan, reached into his desk drawer, and, low and behold, withdrew a glassine envelope in which there was a carefully protected, unused 1-cent Gorgas "light-blue"!!! To say that I was dumb-founded would be an understatement. I asked how he came to acquire this "light-blue"? Almost stranger than fiction, he told me that early in his legal career he

had defended the son of Pedro Vidal, Sr., who was charged with murder in David, Chiriqui, Panama. The outcome of the trial was that de Leon had Vidal's son acquitted of wrongdoing. At the time, Pedro Vidal, Sr., who was a small stamp dealer in Panama City, was unable to pay his old school friend, Abrogado de Leon, the total fee. As reimbursement, and as an expression of gratitude, Pedro Vidal, Sr. gave Abrogado de Leon what he considered to be a one-of-a-kind 1-cent "light-blue" Gorgas as part of his payment! Where Vidal obtained the "light-blue" is unknown.

When Dan Sanders was told about the second light-blue 1-cent Gorgas he was stunned, flabbergasted, yet elated because it supported his opinion that the "light-blues" had a better than even chance of being genuine and that both probably resulted as a freak of inking and printing.

The figure on next page provides some supporting evidence to de Leon's story. It is a cover in the Grigore's collection, which has a corner card bearing the name of Pedro Vidal, Jr., when he lived in David, Chiriqui, Republic

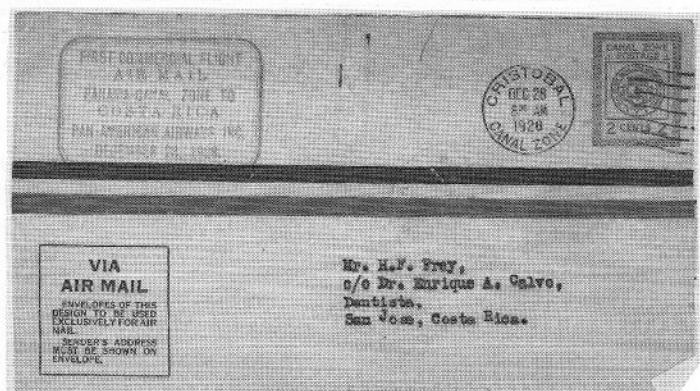
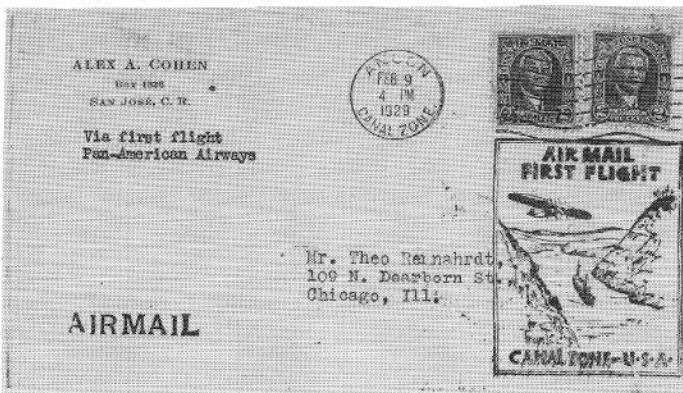
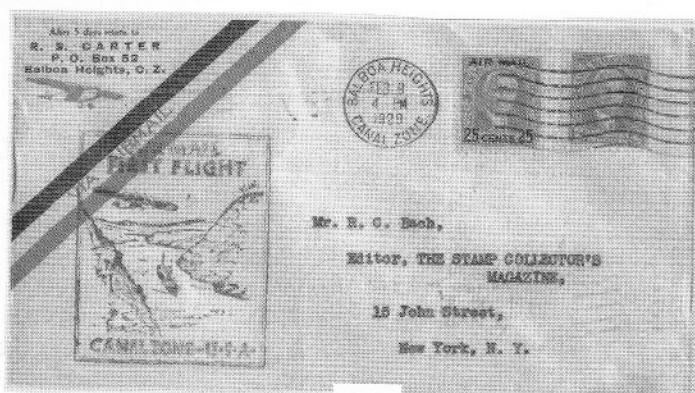
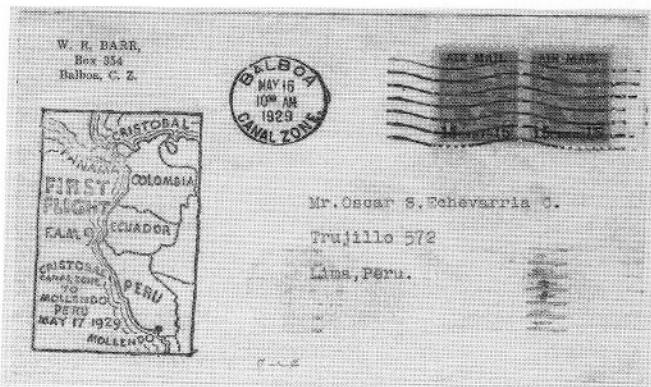
of Panama—in July 1942. (Note: the long and short of this story is that the de Leon 1-cent light blue Gorgas is now conspicuously resident in the Wren Grigore Collection.)

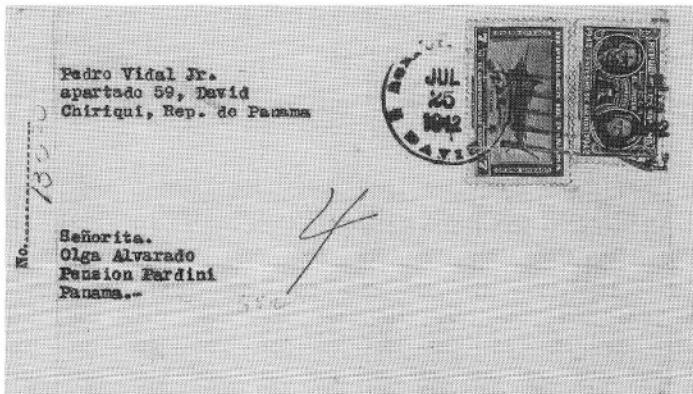
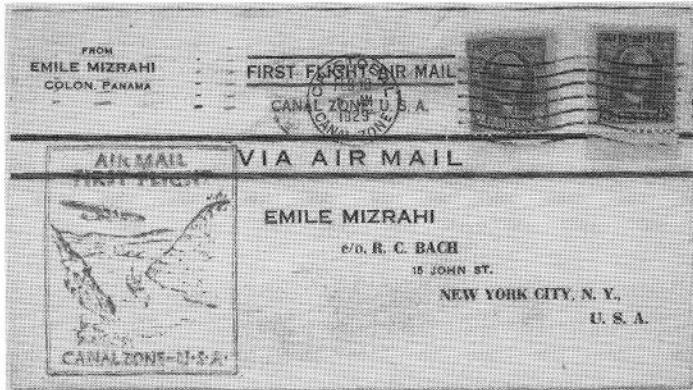
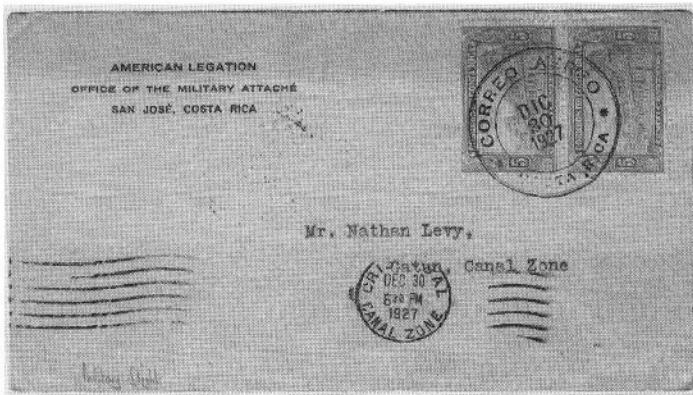
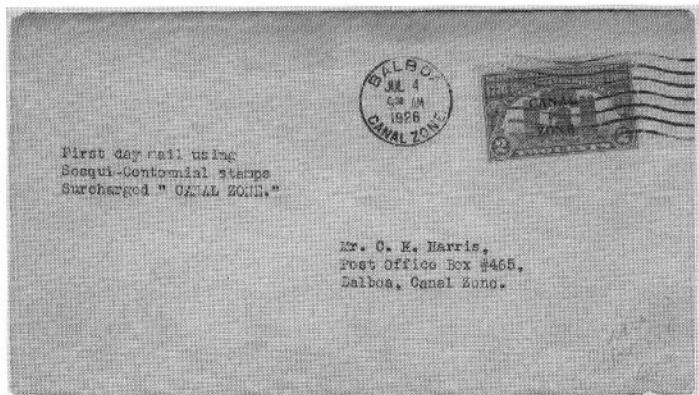
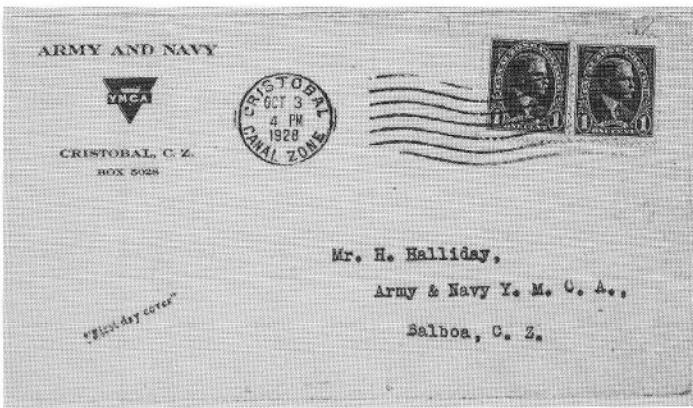
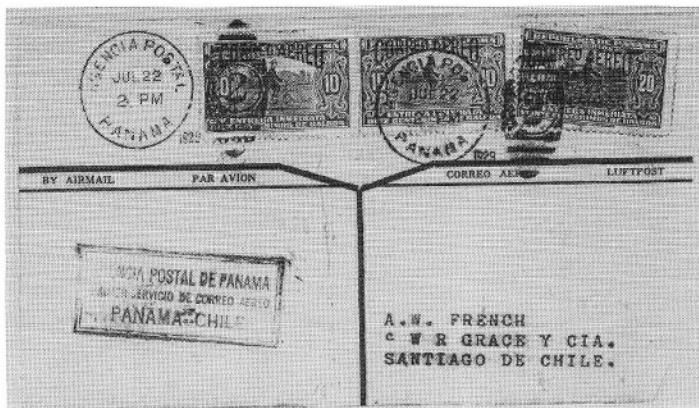
In sharp contrast to the Vidal story, *The Star & Herald* of September 6, 1936 reported that Lobato was charged with grand larceny. Lobato, a former hat dealer and money changer, avoided arrest by fleeing to Ecuador aboard a PANAGRA flight. As a further aside: knowing what we do of Captain Basil L. Rowe, because of his strong philatelic interests, because of his close association with Bliss, and because of his frequent flights into the Canal Zone, it is also probable that he may have often attended Canal Zone Collector's Club meetings at Cristobal.

The above activities by some members of the Canal Zone Collector's Club of that day are indeed noteworthy, and in many cases extremely commendable. How many philatelic clubs throughout the world, even of this day, can boast of such an accomplished, illustrious, or even notorious membership among its rolls.

(Continued on next page)

Philatelists on the Zone Covers





Third Replacement Plate (Type IIIc) Precancel

By Jerry Craig and
Dominic LaBarbiera

Catalogue of Cristobal Precancels
(CZSG Handbook No. 6) by Lawson
P. Entwistle describes a third replace-
ment plate:

A third Replacement Plate (RPI) was made on April 1, 1971, and the 2nd RPI was destroyed. The new plate is nearly identical with the second RPI, but spacing between "CANAL ZONE" is about 1.1mm, instead of the 1 1/4mm. The printer's rules that form the lines end unevenly on many of the right hand rows of the 2nd RPI, but all end evenly on the 3rd RPI. Except for large blocks with selvage, it is difficult to distinguish between the two plates, therefore no new type has been designated. Furthermore, we have no proof of use of the 3rd RPI. The above differences are seen on proof sheets.

Canal Zone Stamps check list for Scott No. 138, the 2c Roosevelt contains the entry -.1 Dull gum, dark rose carmine, issued 1977.

The 2c Roosevelt dark rose carmine with dull gum exists with a CRISTOBAL/CANAL ZONE precancel. This precancel generally corresponds with Entwistle's written description of the 3rd RPI. Since this stamp was not available until 1977 and the only precancel plate believed to be in existence at that time was the 3rd RPI, this stamp would have

been canceled with the third replacement plate (Fig. 1.).



Fig. 1. Type IIIc Precancel on 138.1

Close review of the 3rd RPI precancel reveals that it is much like that of the type III original plate (I of Cristobal over the right vertical leg of the N of Canal). However, the original plate was only used on stamps produced by the wet printing process, whereas the 3rd replacement plate was only used on stamps produced by the dry printing process. The 3rd replacement plate precancel is distin-

placement place vis a vis the 1.25mm of the 2nd replacement plate. Using this criteria, the third replacement plate precancel has been found on numbers 105, 108, 111, 112, 113, 138 (including the light rose carmine issue) and 139, but thus far not on the 117.

Positions 77 and 78 on panes of the 3rd replacement plate precancel have variations of the precancel (Fig. 2.). Position 77 has the L of Cristobal mostly over the E of Zone. Curiously, the variation at position 77 is the only position on a pane that looks like the example produced in Entwistle (CZSG Handbook 6) for the 3rd replacement plate. The position 78 variation looks like a type IIIb precancel with the I mostly to the right of the right vertical leg of the N, however with a spacing of 1.1mm+ but less than 1.25mm.

Most of the precanceled stamps sold by the Canal Zone Philatelic Agency



Fig. 2. Type IIIc Precancel on os. 76, 77, 78, 79

guishable from that of the 2nd replacement plate (type IIIb) by having the I mostly over the right vertical leg of the N vis a vis the I being mostly to the right of the vertical leg of the N on the 2nd replacement plate. Also the spacing between Canal and Zone is slightly less (-1.1mm) on the 3rd re-

in 1979 probably had the 3rd replacement plate precancel. All precanceled 2c Roosevelt stamps were sold out by January 1979. No. 138.1 is the only dull gum stamp with a precancel. The earliest SRC control date found on a 3rd replacement plate precanceled stamp is DEC 72, on a 20c Rousseau.

Additional SRC Control Dates for CZSG Handbook 13

By Jerry Craig

The below list of SRC dates have been reported since the publication of the CZSG Handbook No. 13, *SRC CONTROL-DATED CANAL ZONE STAMPS*. Contributors of dates include Geoffrey Brewster, Chris Devoe, Robert Karrer, Lawson Entwistle, Dominic LaBarbiera and Robert Cassibry.

Type I			Type V, Va			Type V, Va w/ 69 date font		
108	10c	MAR 50	105	1c	JUN 62	108	10c	JUN 70
111	15c	MAR 52	111	15c	NOV 62	113	30c	AUG 70
			112	20c	APR 63	112	20c	MAR 71
Type IV, Iva			105	1c	JUL 63	139	5c	SEP 70
138	2c	JUL 55	105	1c	NOV 63	112	20c	FEB 72
113	30c	AUG 55	111	15c	DEC 63	113	30c	APR 72
117	3c	NOV 55	111	15c	FEB 64	113	30c	SEP 72
117	3c	APR 56	138	2c	DEC 64	112	20c	NOV 72
108	10c	MAY 56	117	3c	JUN 65	111	15c	AUG 74
139	5c	FEB 58	139	5c	JUN 65	113	30c	NOV 76
108	10c	AUG 58	113	30c	NOV 66	112	20c	SEP 70
112	20c	NOV 58	117	3c	NOV 66	112	20c	FEB 72
113	30c	JAN 60	113	30c	DEC 66	113	30c	APR 72
112	20c	SEP 60	111	15c	JUN 67	112	20c	SEP 72
113	30c	OCT 60	112	20c	SEP 67	111	15c	NOV 72
139	5c	NOV 60	111	15c	APR 68	113	30c	AUG 74
113	30c	APR 61	108	10c	AUG 68	112	20c	NOV 76

Another Fred to Art Letter By David Allen

Below is a follow-up article* on a letter also written by Art to Fred but at a later date and concerning another flight. This cover is the 'First Flight F.A.M. 8 via F.A.M. 5 April 16, 1932 Cristobal, Canal Zone to Mexico City, Mexico'. It is addressed to Fred Hammann at Audubon, New Jersey, and on the front bears a circular marking which reads: 'R.A.C. / No 4 / R.M.'

This last mark puzzled me until, as a guest at a southern meeting of the Royal Philatelic Society of Great Britain, I was invited to give a short display of Canal Zone airmails. The response was immediate and I was told that it was applied in Mexico and reads: 'Ruta Aerea Contratada / Republica Mexicana' The No. 4 is reputed to be one of a range of reported markings of this type, numbered 1 to 9.

Gerald Bliss responded to Art's request, and the front of the cover has been signed by Bliss, P.M. Cristobal, Pat Nolan (pilot), M. Bauchard (co-pilot) and M. K. Studdom (radio operator).

Once again, if members can produce any of the three other covers, or add any further information to that given, the author would be very grateful.

Here is Art's letter to Fred:

* See CZP 139:17 "First Official Flight was not the First".



Balboa Heights, April 14, 1932

Dear Fred [Hammann]:

This morning's paper carries a notice to the effect that the first direct airmail dispatch between the Isthmus and Mexico City will leave Cristobal Saturday morning, April 16th, by Panamerican Airways plane. Formerly the planes leaving France Field (Cristobal) en route to Brownsville stopped over night at Vera Cruz and the mail was taken from there to Mexico City by rail. The new schedule placed the Mexican capital in a direct line with the Isthmus and begins a regular run. The Director of Posts for The Panama Canal has authorized an official first flight cachet to be applied to all letters included in this first dispatch, and I am getting off four covers to you, each containing a copy of this note. Two for you and the balance (if any) for me, at your convenience. Am sending them to Bro. Bliss requesting autographs of himself and the pilot, who will be Pat Nolan, I understand.

The new route ought to cut a day or two off the time now required to get air mail to the States via Brownsville. A condition much to be desired as the air mail service over this route has not appreciably lowered the time of transit via boat and train from the Isthmus to the Pacific Coast of the U.S.

Incidentally, the new dispatch is being inaugurated on my natal day.

By the way, the plane 'Tres de Noviembre' which inaugurated the Panamanian air mail service, was burned at its moorings up at David a few days ago.

Cordially, Art [Barker]

Book Review by David L. Farnsworth

The Mola Design Book by Caren Caraway (Owings Mills, Maryland; Stemmer House Publishers, 1981) (ISBN 0-916144-71-2), 44 unnumbered pages, large format paperbound on somewhat heavy stock paper, \$6.95.

This is a very strange book of 65 black and white diagrams for molas. Some fabric workers may want these designs, but color is an important aspect of molas. Some design books have color-coded black-and-white designs, but this book does not have any coding. The covers have color photos, but the mola on the front cover has a rather typical white outline around its central motif. As an introduction, there is the *de rigueur* three-page history of the Cuna Indians. Potential purchasers of this book should look at it before buying it.

CZSG at WESTPEX 2002

The CZSG held its 33rd annual consecutive meeting at WESTPEX in San Francisco on Saturday, April 27, 2002.

We had 18 in attendance, which is an exceptional number. Introductions were made all around followed by reports of what had been found at the dealer's tables. Also noted were numerous projects which are being worked on and which will see the light of day, someday.

David Zemer won the prize for having traveled the greatest distance - all the way from Norway. Also present was CZSG President Jim Crumpacker and board member Dick Bates, from Las Vegas and Washington, D.C. respectively.

The main talk was given by David Zemer. It was an excellent presentation of CZ Scott #'s 9 and 10 and the corresponding Panama issues. Through the means of an overhead projector we saw an impressive amount of material from the American Bank Note Co. files.

After an enjoyable and informative hour-and-half the meeting broke up, and the members returned to the dealer's to see if they had missed any treasures. We will have our 34th annual meeting in 2003!

Dick Salz, VP

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Book Review, CZP, 2nd Quarter, 2001

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